

Appendix C1

Roadways and Transit Services

Roadway System

The roadway network for MTP2035 is categorized into several street classifications, which are as follows:

- *Freeways/Highways*—A freeway may be defined as a divided highway with full control of access and two or more lanes for the exclusive use of high volumes of traffic in each direction. These facilities do not provide direct access to land and, in general, access is restricted and provided only at interchanges with arterials. These types of facilities serve primarily regional, through trips and connect to other regional and interregional facilities.
- *Expressways*—An expressway also serves through trips, but provides limited access to land uses via local streets. Expressways serve both regional and local trips.
- *Arterial Roadways*—Arterials are designed to carry high volumes of local traffic. Local streets feed into arterials, which in turn feed into regional facilities, such as expressways and freeways/highways. Land uses can be directly served by arterials.
- *Collector Streets*—Collector streets, as the name implies, collect and distribute traffic from residential or local roadways to facilities that are designed to carry higher volumes of traffic, such as arterials. Collectors carry light to moderate traffic and serve adjacent land uses.
- *Residential or Local Streets*—These facilities are located in neighborhoods and primarily serve residential land uses. Traffic volumes are typically very light on these facilities. These streets feed into collector streets, described above.

Several freeways and state highways serve the MTP Plan Area and are depicted in Figure 18-1. Interstate 5, Interstate 80, SR99, SR70, and U.S. 50 all converge in Sacramento. Below is a description of the major highways and freeways within the plan area.

- *Interstate 5 (I-5)* is a freeway that runs from north to south through the western portion of the MTP Plan Area and is the largest of the major regional facilities in the area. I-5 is a major federal interstate freeway and travels from the Canadian border to Mexico.
- *Interstate 80 (I-80)* is a freeway that runs from west to east through the plan area from the San Francisco Bay Area extending 132 miles, from the Yolo/Solano county line to the California/Nevada state line, passing through Yolo, Sacramento, and Placer counties within the MTP Plan Area. I-80 is also part of the federal interstate system, connecting the East Coast of the United States with the Pacific Rim.
- *United States Highway 50 (U.S. 50)* is an east-west route that is part of the California State Highway system, which predates the federal interstate system. U.S. 50 traverses the MTP

Plan Area from the eastern portion of Yolo County through Sacramento and El Dorado counties.

- *State Route 49 (SR49)* is also part of the state highway system. It is a north-south highway that traverses the central portion of the plan area through El Dorado, Placer and Yuba counties.
- *State Route 51 (SR 51)* is also known as Capital City Freeway and Business 80. It is a loop through Sacramento that connects to I-80 towards Reno.
- *State Route 65 (SR 65)* is a north-south highway that traverses the east side of the plan area through Sacramento, Placer and Sutter counties.
- *State Route 70 (SR 70)* is a north-south highway that travels the western side of the plan area through Sutter and Yuba counties.
- *State Route 99 (SR 99)* is the second largest regional facility in the area. SR 99 is a north-south highway that traverses the central portion of the plan area through Sacramento and Sutter counties.

LOCAL ROAD FACILITIES

Local roadways within the MTP Plan Area consist of arterials, collector streets, and residential or local streets. Some of these roads are considered “regionally significant” and several MTP projects are proposed for these roads. Local roads and streets provide direct access to homes, businesses, and industrial operations and include most principal urban and rural arterials, minor arterials, and collector streets. These roads provide access between neighboring locations and offer routes from the urbanized areas of communities onto the state highway system.

Transit Modes

A variety of modes of transit service is available today within the SACOG region, and many more are included in the MTP for 2035.

A mode is a system for carrying transit passengers described by specific right-of-way, technology and operational features. Those applicable to the MTP Plan Area are described below:

- *Commuter Rail* (also called metropolitan rail, regional rail, or suburban rail) is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services, which means

that for any given trip segment (i.e., distance between any two stations), more than 50% of the average daily ridership travels on the train at least three times a week. Within the MTP Plan Area, the Capitol Corridor service operated by Amtrak is an intercity passenger train system serving Placer, Sacramento, and Yolo counties.

- *Light Rail* (streetcar, tramway, or trolley) is lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles (LRVs) are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph. Streetcar vehicles are typically shorter and narrower than LRVs. Streetcars can sometimes be older cars that are refurbished (vintage trolley cars) or newer cars are built to look like older cars (heritage trolley cars), or they can be modern LRV-type vehicles of smaller dimensions. Within the MTP Plan Area, RT operates light rail service.
- *Bus Rapid Transit (BRT)* is a type of limited-stop service developed in the 1990s that relies on technology to help speed up the service. Limited-stop service is a hybrid between local and express service, where the stops may be several blocks to a mile or more apart to speed up the trip. BRT can operate on exclusive transitways, high-occupancy-vehicle lanes, expressways, or ordinary streets. A BRT line combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection, and integration with land use policy in order to substantially upgrade bus system performance
- *Express Bus* service speeds up longer trips, especially in major metropolitan areas during heavily-patronized peak commuting hours, by operating long distances without stopping. Examples include park-and-ride routes between suburban parking lots and the central business district that operate on freeways, and express buses on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to the central business district.
- *Local Bus (Fixed Route)* service is provided on a repetitive, fixed-schedule basis along a specific route, where vehicles may stop every block or two along a route several miles long. This is by far, the most common type of bus service, and involves frequent stops and consequent low speeds, the purpose of which is to deliver and pick up transit passengers at specific locations as close to their destinations or origins as possible.
- *Community Shuttles* — When limited to a small geographic area or to short-distance trips, local service is often called circulator, feeder, neighborhood, trolley, or shuttle service. Such routes, which often have a lower fare than regular local service, may operate in a loop and connect, often at a transfer center or rail station, to major routes for travel to more far-flung destinations.
- *Paratransit* provides transportation service required by the Americans with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed-route transit systems. The service must be comparable to the fixed-route service.

Transit Service Providers in the SACOG region:

Transit service in the region is currently provided by public transit operators and private non-profit Consolidated Transportation Services agencies of varied size and type of service.

Within the SACOG region, fixed-route bus service providers include RT, serving urban Sacramento County; (e-Tran), serving the City of Elk Grove; YoloBus, serving Davis, Woodland, West Sacramento, Downtown Sacramento, the Sacramento International Airport, and rural Yolo County; Yuba-Sutter Transit, providing intra-city service in the Marysville/Yuba City area, intercity service to Live Oak, Wheatland and the Yuba foothills, and commuter service to Sacramento; the City of Auburn, providing intra-city service; Folsom Stage Lines, providing intra-city service and commuter service to Sacramento; Unitrans, providing intra-city service in Davis; Roseville Transit, operated by the City of Roseville, providing intra-city and commuter services to Sacramento; the City of Lincoln providing intra-city service; El Dorado County Transit providing intra-city, intra-county and commuter service to Sacramento; and Placer County Transit with service connecting I-80 communities and service to the Regional Transit light rail stop at Watt Avenue and Interstate 80 (I-80).

Transit service in the non-urbanized portion of Sacramento County includes South County Transit Link fixed route services linking the Cities of Galt, Isleton and Lodi and other delta communities and a State Highway 99 service that links Lodi, Galt, Elk Grove and Sacramento. There is also a fixed route bus service, the Amador Sacramento Express/X Route, linking Jackson in Amador County with Rancho Murieta the 65th Street Light Rail station and downtown Sacramento. This is operated by Sacramento County in cooperation with and through a contract with the Amador Regional Transit System.

Paratransit service providers include South County Transit, providing service in the Galt area; Davis Special Transit, serving the City of Davis; and the Yolo County Transportation District ADA, YoloBus Special program serving Woodland, West Sacramento and intercity service needs throughout Yolo County and into Sacramento County. Yuba Sutter Transit serving the Marysville/Yuba City urban area, Roseville Transit Dial-A-Ride offers paratransit service to individuals who are ADA-eligible as outlined in the City of Roseville, Placer County Transit serving the Rocklin/Loomis area, Granite Bay and along the State Route 49 corridor; El Dorado County Transit operates demand responsive services in El Dorado counties. Paratransit Inc. also provides door-to-door share-ride, subscription and intermittent transportation service within the Sacramento Metropolitan area.

Passenger Rail Services (Existing and Planned)

The Sacramento region also has access to passenger rail service through Amtrak. Three basic long haul system trains – the Coast Starlight (Los Angeles to Seattle), the California Zephyr (Oakland to Chicago) – pass through the SACOG region with stops in Sacramento, Davis, and Roseville. The region is also served by State supported passenger service. The San Joaquin Train, which runs from Bakersfield to Oakland, is also available to the SACOG area through connecting bus and limited direct rail service to Stockton. In addition, the Capitol Corridor commuter intercity rail service

operates 32 round trip trains between Sacramento and Oakland, and is the third busiest Amtrak operated route in the nation.

The intercity rail passenger trains and feeder buses from this Route connect the SACOG area to the San Francisco Bay Area; Reno/Sparks, Nevada; Southern California; Las Vegas, Nevada; coastal communities; Northern California and the State of Oregon. There are two Sacramento-Bakersfield round trip trains per day. There are four Oakland-Bakersfield round trips with dedicated feeder bus service from Sacramento and points north that connect with the trains in Stockton making six daily San Joaquin round-trip trains that serve the SACOG MTP area. All six round-trips have dedicated Amtrak feeder bus services that connect Sacramento passengers in Bakersfield to points throughout Southern California and from Sacramento or Oakland to diverse points in Northern California, Southern Oregon and Reno/Sparks, Nevada. A fifth Oakland-Bakersfield round trip with feeder bus connections between Sacramento and Stockton is planned for 2014/2015. A third Sacramento-Bakersfield round trip train is scheduled for 2011/2012.

The California High-Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) certified a statewide program Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) in November 2005 for a proposed high-speed train system between the San Francisco Bay Area, Los Angeles, Orange County, the Inland Empire, and San Diego, with a direct link to Sacramento via the Central Valley. The purpose of such a rail line is to serve increasing intercity travel in California and link all of the major metropolitan centers in the State. The over 700-mile system would use a fully-grade-separated, electrified, dedicated double-track rail line with trains capable of speeds in excess of 200 mph. The travel time between Sacramento and Los Angeles would be a little over two hours, for an approximate one-way fare of \$53. The system is estimated to cost \$40 billion to build and as of now has no identified funding source, but if financing is found it could be open by 2020. Recent forecasts show the potential ridership of the high-speed train system in the range of 86 million to 117 million passengers per year and annual revenue of between \$2.6 billion and \$3.9 billion by the year 2030. In our region, the only proposed stop would be in downtown Sacramento at the multi-modal Sacramento Amtrak Station, linking with light rail, Capitol Corridor rail, and bus systems. The UPRR rail alignment would be used to bring the system to downtown Sacramento and either the UPRR or a different alignment would be used between Sacramento and Stockton. The CHSRA and the FRA are continuing with the next-tier Program EIR/EIS to address the choice of a corridor/general alignment and station locations in the San Francisco Bay Area to the Central Valley segment of the high-speed train system. This work is expected to be completed in Spring of 2008.